REVISION LETTER For Disc 24-2009 Licensed to npan. Printed on 18 Dec 2009. **JEPPESEN**

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Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT

INDEX REV DATE

EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMS

No Chart NOTAMs for Airport URRR

Airport Information

URRR (Rostov-Na-Donu)

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General Info

Rostov-Na-Donu, RUS

N 47° 15.5' E 39° 49.1' Mag Var: 6.2°E

Elevation: 280'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 04-22 8205' x 148' concrete Runway 09-27 4265' x 279' grass

Runway 04 (39.0°M) TDZE 249'
Lights: Edge, ALS, Centerline, TDZ
Runway 09 (90.0°M) TDZE 280'
Displaced Threshold Distance 1148'
Runway 22 (219.0°M) TDZE 280'
Lights: Edge, ALS, Centerline
Runway 27 (270.0°M) TDZE 280'
Displaced Threshold Distance 1148'

Communications Info

ATIS 121.7

Rostov Start Tower 124.0 Secondary

Rostov Start Tower 119.7

Rostov Taxiing Ground Control 124.0 Secondary

Rostov Taxiing Ground Control 119.0

Rostov Approach Control 128.2

Rostov Approach Control 127.1 Secondary

Rostov Approach Control 124.0 Secondary

Rostov Radar 124.0 Secondary

Rostov Radar 121.2

Rostov Transit 2 Operations 131.875 Non-English

Rostov Transit Operations 118.0 Non-English

Notebook Info

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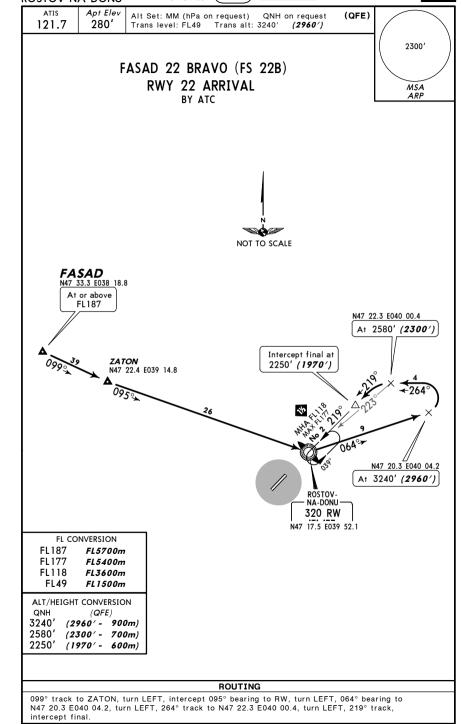
JEPPESEN ROSTOV-NA-DONU, RUSSIA URRR/ROV

Eff 19 Nov ROSTOV-NA-DONU Apt Elev (QFE) Alt Set: MM (hPa on request) QNH on request 280' 121.7 Trans level: FL49 Trans alt: 3240' (3003') 2300' FASAD Ø4 BRAVO (FS Ø4B) RWY 04 ARRIVAL MSA BY ATC **FASAD** NOT TO SCALE At or above FL187 ZATON ROSTOV-N47 22.4 E039 14.8 NA-DONU -320 RN N47 13.5 E039 46.1 N47 09.0 E039 33.5 At 2210' (1973') Intercept final at 2210' (**1973**') N47 08.7 E039 37.8 At 2210' (1973') FL CONVERSION FL187 FL5700m FL177 FL5400m FL49 FL1500m ALT/HEIGHT CONVERSION QNH (QFE) 3240' (3003' - 900m) 2210' (1973' - 600m) ROUTING 099° track to ZATON, turn RIGHT, 130° track to N47 09.0 E039 33.5, turn LEFT, 084° track to N47 08.7 E039 37.8, turn LEFT, 039° track, intercept final.

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JEPPESEN ROSTOV-NA-DONU, RUSSIA URRR/ROV 6 NOV 09 (10-2A) Eff 19 Nov ROSTOV-NA-DONU



CHANGES: Crossing at RW withdrawn.

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intercept final. CHANGES: None.

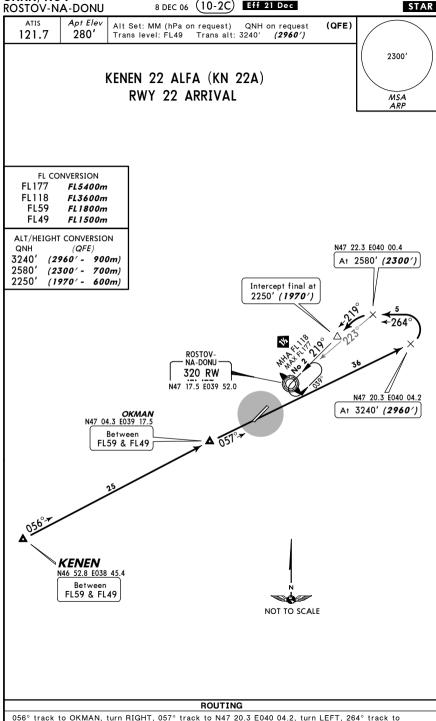
MJEPPESENROSTOV-NA-DONU, RUSSIA

URRR/ROV 8 DEC 06 (10-2B) Eff 21 Dec ROSTOV-NA-DONU Apt Elev Alt Set: MM (hPa on request) QNH on request (QFE) 121.7 280' Trans level: FL49 Trans alt: 3240' (3003') 2300' KENEN Ø4 ALFA (KN Ø4A) RWY 04 ARRIVAL MSA FL CONVERSION FL177 FL5400m FL59 FL1800m FL49 FL1500m ALT/HEIGHT CONVERSION ROSTOV-(QFE) NA-DONU-3240' (3003' - 900m) 320 RN 2210' (1973' - 600m) N47 13.5 E039 46.1 N47 08.8 E039 38.8 At 2210' (1973') **OKMAN** N47 04.3 E039 17.5 Between FL59 & FL49 **△** 067°→ Intercept final at 2210' (1973') KENEN N46 52.8 E038 45.4 Between FL59 & FL49 NOT TO SCALE ROUTING 056° track to OKMAN, turn RIGHT, 067° track to N47 08.8 E039 38.8, turn LEFT, 039° track,

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JEPPE SENROSTOV-NA-DONU, RUSSIA **URRR/ROV** 8 DEC 06 (10-2C) Eff 21 Dec



N47 22.3 E040 00.4, turn LEFT, 219° track, intercept final.

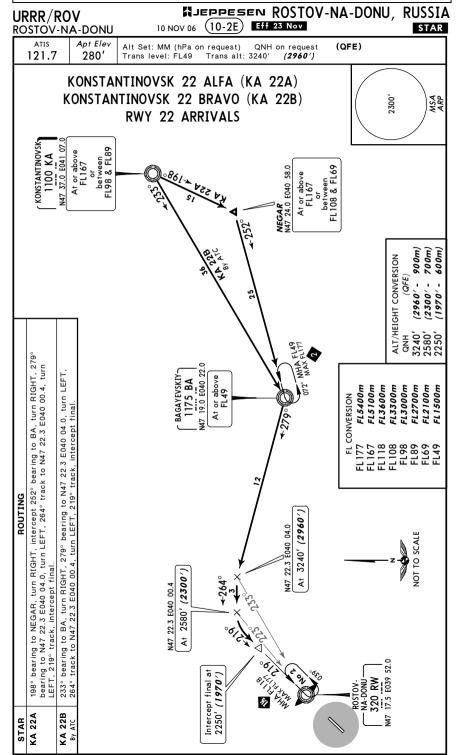
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MJEPPESEN ROSTOV-NA-DONU, RUSSIA URRR/ROV ROSTOV-NA-DONU (10-2D) Eff 23 Nov 10 NOV 06 Apt Elev Alt Set: MM (hPa on request) (QFE) QNH on request 121.7 280' Trans level: FL49 Trans alt: 3240' **KONSTANTINOVSK** Ø4 ALFA (KA Ø4A) 2300, KONSTANTINOVSK Ø4 BRAVO (KA Ø4B RWY 04 ARRIVALS 1100 KA 1100 EA 1100 INA 37.0 E041 07.0 **NEGA** 24.0 E040 58.0 At or above FL167 or between FL108 & FL69 between FL98 & FL89 At or above FL167 ALT/HEIGHT CONVERSION QNH (*QFE*) 3240' (**3003' - 900m**) 2210' (**1973' - 600m**) BAGAYEVSKIY-1175 BA 7 19.0 E040 22 At or above FL49 198° bearing to NEGAR, turn RIGHT, intercept 252° bearing to BA, turn LEFT, 237° bearing to NA7 04.8 E039 40.9, turn RIGHT, 354° track to N47 07.9 E039 38.8, turn RIGHT, 039° track, intercept final.
233° bearing to BA, turn RIGHT, 237° bearing to N47 04.8 E039 40.9, turn RIGHT, 354° track to N47 07.9 E039 38.8, turn RIGHT, 039° track, intercept final. FL3300m FL3000m FL2700m FL2100m FL177 FL167 FL108 FL98 FL89 FL69 FL69 2210' (1973') 320 RN 13.5 E039 04.8 E039 40.9 ¥ Intercept final at 2210' (1973') ₹354° N47 07.9 E039 38.8 At 2210' **04B** ₹ å

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IRRR / ROV

JEPPESENROSTOV-NA-DONU, RUSSIA

URRR/ROV 10 NOV 06 (10-2F) Eff 23 Nov ROSTOV-NA-DONU Apt Elev (QFE) Alt Set: MM (hPa on request) QNH on request 280' 121.7 Trans level: FL49 Trans alt: 3240' (3003') 2300' **LATRI** N48 09.0 E040 03.0 LATRI Ø4 ALFA (LT Ø4A) At or above LATRI Ø4 BRAVO (LT Ø4B) FL79 MSA **RWY 04 ARRIVALS** SAMBEK -**HOLDINGS OVER** 414 SB SB N47 45.0 E039 48.0 At or above FL69 FL CONVERSION FL177 FL5400m FL79 FL2400m SLAVA FL69 FL2100m N47 30.5 E039 50.2 FL59 FL1800m Between FL49 FL1500m FL79 & FL59 ALT/HEIGHT CONVERSION (QFE) QNH 3240' (3003' - 900m) 2210' (1973' - 600m) N47 23.7 E039 49.2 Between FL69 & FL59 ROSTOV-NA-DONU ROSTOV-320 RN NA-DONU-659 N N47 13.5 E039 46.1 47 14.7 E039 47.8 Between NOT TO SCALE FL69 & FL59 Intercept final at N47 09.9 E039 33.1 2210' (1973') At 3240' (3003') N47 07.9 E039 38.8 (035° brg to RN) At 2210' (1973') N47 08.7 E039 37.8 N47 05.3 E039 41.6 At 2210' (1973') At 3240' (3003') STAR ROUTING LT Ø4A Intercept 196° bearing to SB, turn LEFT, 168° bearing to SLAVA, turn RIGHT, intercept 179° bearing via N47 23.7 E039 49.2 to N, turn RIGHT, 199° bearing to N47 05.3 E039 41.6, turn RIGHT, 354° track to N47 07.9 E039 38.8, turn RIGHT, 039° track, intercept final Intercept 196° bearing to SB, turn LEFT, 190° bearing to N47 09.9 E039 33.1, turn LEFT, 084° track to N47 08.7 E039 37.8, turn LEFT, 039° track, intercept final.

CHANGES: Crossings; chart reindexed.

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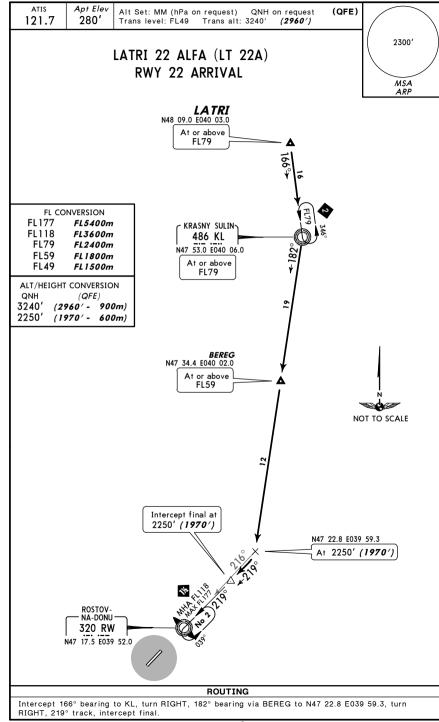
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URRR/ROV
ROSTOV-NA-DONU
10 NOV 06 (10-2G)

Eff 23 Nov

STAR



MJEPPESEN ROSTOV-NA-DONU, RUSSIA **URRR/ROV** (10-2H) Eff 23 Nov ROSTOV-NA-DONU 10 NOV 06 Apt Elev Alt Set: MM (hPa on request) QNH on request (QFE) 121.7 280' Trans level: FL49 Trans alt: 3240' SITKI Ø4 ALFA (ST Ø4A) SITKI Ø4 BRAVO (ST Ø4B) 2300, **RWY 04 ARRIVALS SITKI** N47 06.0 E041 21.0 between FL118 & FL89 or between FL108 & FL69 At or above FL167 At or above FL167 (3003' - 900m) (1973' - 600m) ALT/HEIGHT CONVERSION QNH (QFE) 3240' (3003' - 900m) 2210' (1973' - 600m) BAGA YEVSKIY 1175 BA N47 19.0 E040 22.0 At or above FL49 CONVERSION 313° track to NEGAR, turn LEFT, intercept 252° bearing to BA, turn LEFT, 237° bearing to NA7 04.8 E039 40.9, turn RIGHT, 354° track to N47 07.9 E039 38.8, turn RIGHT, 039° track, intercept final.

Intercept 281° bearing to BA, turn LEFT, 237° bearing to N47 04.8 E039 40.9, turn RIGHT, 354° track to N47 07.9 E039 38.8, turn RIGHT, 039° track, intercept final. FL177 FL167 FL118 FL108 FL89 FL89 FL89 2210' (1973') N47 04.8 E039 40.9 ROSTOV-NA-DONU— 320 RN 13.5 E039 ¥ N47 Intercept final at 2210' (1973') N47 07.9 At 2210' (1973') **Ø4B** ATC

ST À

CHANGES: Crossings; chart reindexed.

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MJEPPESEN ROSTOV-NA-DONU, RUSSIA URRR/ROV ROSTOV-NA-DONU 10-2J) Eff 23 Nov 10 NOV 06 Apt Elev Alt Set: MM (hPa on request) (QFE) QNH on request 280' 121.7 Trans level: FL49 Trans alt: 3240' SITKI 22 ALFA (ST 22A) SITKI 22 BRAVO (ST 22B) 2300' **RWY 22 ARRIVALS** SITKI NA7 06.0 E041 21.0 or between FL118 & FL89 At or above FL167 **NEGAR** N47 24.0 E040 58.0 between FL108 & FL69 At or above FL167 (2960' - 900m) (2300' - 700m) (1970' - 600m) ALT/HEIGHT CONVERSION QNH (QFE) 3240' (2960' - 900m) 2580' (2300' - 700m) 2250' (1970' - 600m) BAGAYEVSKIY 1175 BA N47 19.0 E040 22.0 4 04.0, E040 C FL5400m FL5100m FL3600m FL3300m FL2700m FL2100m At 3240' (2960') FL177 FL167 FL118 FL108 FL89 FL89 FL89 to BA, turn L E040 00.4. t (2300') 447 22.3 E040 00.4 2580, ¥ intercept final at 2250' (1970') STAR ST 22A 22B Ls à

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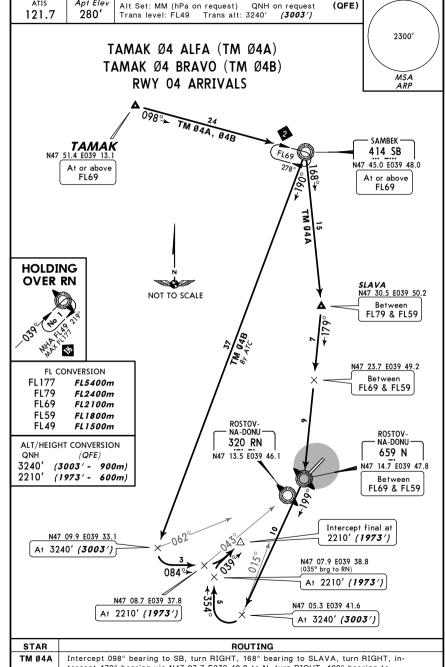
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URRR/ROV
ROSTOV-NA-DONU
10 NOV 06
10-2K

Eff 23 Nov

STAR

Apt Elev
121.7
280'
Alt Set: MM (hPa on request)
Trans level: FL49
Trans alt: 3240' (3003')
2300'



TM Ø4A Intercept 098° bearing to SB, turn RIGHT, 168° bearing to SLAVA, turn RIGHT, intercept 179° bearing via N47 23.7 E039 49.2 to N, turn RIGHT, 199° bearing to N47 05.3 E039 41.6, turn RIGHT, 354° track to N47 07.9 E039 38.8, turn RIGHT, 039° track, intercept final.

TM Ø4B

By ATC

LEFT, 084° track to N47 08.7 E039 37.8, turn LEFT, 039° track, intercept final.

CHANGES: Crossings; chart reindexed. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

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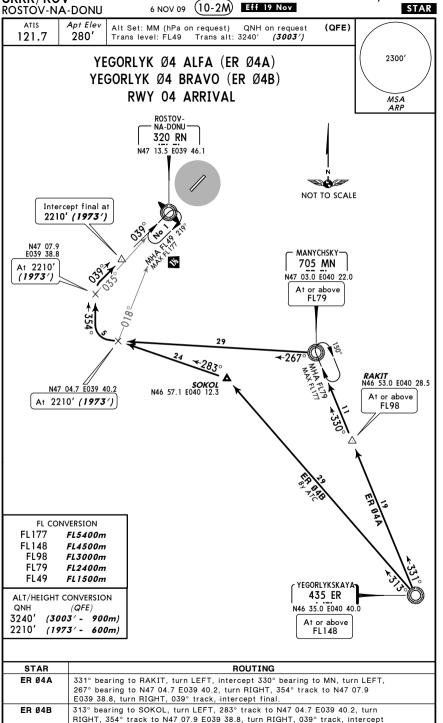
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JEPPE SENROSTOV-NA-DONU, RUSSIA URRR/ROV 10 NOV 06 (10-2L) Eff 23 Nov ROSTOV-NA-DONU Apt Elev Alt Set: MM (hPa on request) QNH on request 280' 121.7 Trans level: FL49 Trans alt: 3240' 2300' TAMAK 22 ALFA (TM 22A) RWY 22 ARRIVAL MSA **TAMAK** N47 51.4 E039 13.1 At or above - SAMBEK -FL69 414 SB N47 45.0 E039 48.0 FL CONVERSION At or above FL69 FL177 FL5400m FL118 FL3600m FL69 FL2100m FL59 FL1800m FL49 FL1500m ALT/HEIGHT CONVERSION QNH (QFE) 3240' (2960' - 900m) 2250' (1970' - 600m) **BEREG** N47 34.4 E040 02.0 At or above FL59 NOT TO SCALE Intercept final at 2250' (1970') N47 22.8 E039 59.3 At 2250' (1970') ROSTOV-NA-DONU 320 RW N47 17.5 E039 52.0 ROUTING Intercept 098° bearing to SB, turn RIGHT, 132° bearing to BEREG, turn RIGHT, 182° track to N47 22.8 E039 59.3, turn RIGHT, 219° track, intercept final.

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JEPPESEN ROSTOV-NA-DONU, RUSSIA URRR/ROV



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JEPPESEN ROSTOV-NA-DONU, RUSSIA URRR/ROV (10-2N) Eff 19 Nov 6 NOV 09 ROSTOV-NA-DONU Apt Elev Alt Set: MM (hPa on request) QNH on request 280' 121.7 Trans level: FL49 Trans alt: 3240' 2300' YEGORLYK 22 ALFA (ER 22A) RWY 22 ARRIVAL MSA N47 22.3 E040 00.4 At 2580' (2300') Intercept final at 2250' (1970') N47 21.8 E040 04.9 At 3240' (2960') NA-DONU-320 RW N47 17.5 E039 52.1 MANYCHSKY-705 MN N47 03.0 E040 22.0 At or above FL79 RAKIT NOT TO SCALE N46 53.0 E040 28.5 At or above **FL98** FL CONVERSION FL177 FL5400m FL148 FL4500m FL118 FL3600m FL98 FL3000m FL79 FL2400m FL49 FL1500m YEGORLYKSKAYA ALT/HEIGHT CONVERSION 435 ER QNH (QFE) 3240' (2960' - 900m) N46 35.0 E040 40.0 (2300' - 700m) 2580' Between 2250' FL148 & FL177 (1970' - 600m) ROUTING 331° bearing to RAKIT, turn LEFT, intercept 330° bearing to MN, turn LEFT, 322° bearing to N47 21.8 E040 04.9, turn LEFT, 264° track to N47 22.3 E040 00.4, turn LEFT, 219° track, intercept final

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final

CHANGES: STAR ER Ø4B established; STAR ER Ø4A revised.

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JEPPESENROSTOV-NA-DONU, RUSSIA

URRR/ROV 8 DEC 06 (10-2P) Eff 21 Dec ROSTOV-NA-DONU (QFE) Alt Set: MM (hPa on request) QNH on request Apt Elev Trans level: FL49 Trans alt: 3240' (2960') 121.7 280' Approach from BA is carried out in accordance with the established pattern. 2300' RWYS 04, 22 PROCEDURES FOR OUT-OF-TURN MSA EXIT FROM HOLDING PATTERN TO APPROACH BAGAYEVSKIY 1175 BA N47 19.0 E040 22.0 At or above ROSTOV-FL49 NA-DONU 320 RW N47 17.5 E039 52.0 ROSTOV-NA-DONU 320 RN N47 13.5 E039 46.1 KRASNY-1025 KS N47 12.0 E040 21.0 At or above FL49 NOT TO SCALE FL CONVERSION FL49 FL1500m

CHANGES: New chart.

QNH

3240'

ALT/HEIGHT CONVERSION

(QFE)

(2960' - 900m)

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URRR/ROV

MIEPPESEN ROSTOV-NA-DONU, RUSSIA

10 NOV 06 (10-3) Eff 23 Nov **ROSTÓV-NA-DONU** QNH on request (QFE) Trans level: FL49 Trans alt: 3240' ROSTOV Apt Elev 1. Aircraft should take-off with noise abatement procedures according to Flight Manual. 2. Immediately after take-off and climbing to 940' 121.2 contact ROSTOV Radar. 3. Crossings at AWY entry points by ATC. **LATRI** N48 09.0 E040 03.0 DERIB TWO ALFA (DR 2A) DERIB TWO BRAVO (DR 2B) 2300' or above DERIB TWO DELTA (DR 2D) FL79 DERIB TWO GOLF (DR 2G) MSA ARP **RWY 22 DEPARTURES DERIB** N47 55.6 E039 54.6 At or above At or above FL79 FL79 Ond speed-KT 162 189 216 243 Bank-DEG 06 08 11 14 414 SB **②** Gnd speed-KT 135 | 162 | 189 | 216 108 N47 45.0 E039 48.0 11 15 Bank-DEG 20 25 At or above FL69 ALT/HEIGHT CONVERSION (QFE) **SLA VA** N47 30.5 E039 50.2 940' (660' - 200m) 1110' (830' - 250m) Between FL59 & FL79 2090' (1810' - 550m) 2750' (2470' - 750m) 3240' (2960' - 900m) FL CONVERSION NOT TO SCALE FI 49 FL1500m FL59 FL1800m FL69 FL2100m N47 14.0 E039 46.8 FL79 FL2400m DR 2A DR 2B ROSTOV-Turn at or above NA-DONU-Turn at 1110' (830') 320 RW (6601) N47 17.5 E039 52.0 Between N47 10.5 E039 41.6 FL59 & FL79 DR 2G Turn at or above DR 2A 2090' (1810') This SID requires a minimum climb gradient of 468' per NM (7.7%) until passing RW. MINIMUM RADIUS DR 2A If unable to comply, inform 2.65 MINIMUM RADIUS ATC before take-off, DR 2D 1.46 🕢 N47 08.2 E039 38.2 will be assigned. At or above Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 2750' (2470') 468' per NM 585 | 780 | 1170 | 1560 | 1949 | 2339 SID ROUTING Climb straight ahead, at or above 1110' (830') turn LEFT, intercept 007° bearing to RW, turn LEFT, 348° bearing via SLAVA to SB, turn RIGHT, 016° bearing to DERIB. DR 2B Climb straight ahead to 940' (660'), turn LEFT, intercept 002° bearing to RW, turn LEFT, 348° bearing via SLAVA to SB, turn RIGHT, 016° bearing to DERIB. By ATC DR 2D Climb straight ahead, at or above 2750' (2470') turn LEFT, intercept 027° bearing to RW, turn LEFT, 348° bearing via SLAVA to SB, turn RIGHT, 016° bearing to DERIB.

Climb straight ahead, at or above 2090'

to SB, turn RIGHT, 016° bearing to DERIB.

(1810'), turn RIGHT, intercept 009° bearing

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to FASAD.

CHANGES: None.

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MJEPPESEN ROSTOV-NA-DONU, RUSSIA **URRR/ROV** 10 NOV 06 (10-3A) Eff 23 Nov ROSTÓV-NA-DONU QNH on request (QFE)
Trans level: FL49 Trans alt: 3240' (3003') ROSTOV Radar Apt Elev 1. Immediately after take-off and climbing to 121.2 900' (663') contact ROSTOV Radar. 2300' 2. Crossings at AWY entry points by ATC. MSA ARP FASAD ONE BRAVO (FS 1B) **RWY 04 DEPARTURE** BY ATC NOT TO SCALE **FASAD** N47 33.3 E038 18.8 At or above FL187 N47 22.4 E039 14.8 (663') ALT/HEIGHT CONVERSION QNH (QFE) 900' (663' - 200m) 3240' (3003' - 900m) FL CONVERSION FL49 FL1500m FL187 FL5700m ROUTING Climb straight ahead to 900' (663'), turn LEFT, 272° track to ZATON, turn RIGHT, 280° track

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MJEPPESEN ROSTOV-NA-DONU, RUSSIA URRR/ROV 10 NOV 06 (10-3B) Eff 23 Nov ROSTÓV-NA-DONU

QNH on request (QFE) Trans level: FL49 Trans alt: 3240' (2960') 1. Aircraft should take-off with noise abatement procedures accor-Apt Elev **ROSTOV Radar** ding to Flight Manual. 121.2 280' 2. Immediately after take-off and climbing to 940' (660') contact ROSTOV Radar. 3. Crossings at AWY entry points by ATC. FASAD TWO BRAVO (FS 2B) 2300' **RWY 22 DEPARTURE** BY ATC MSA ARP **FASAD** N47 33.3 E038 18.8 At or above FL187 NOT TO SCALE **ZATON** N47 22.4 E039 14.8 RADIUS N47 10.5 E039 41.6 ALT/HEIGHT CONVERSION At or above QNH (QFE) 2090' (1810') 940' (660' - 200m) 2090' (1810' - 550m) 3240' (2960' - 900m) FL CONVERSION FL49 FL1500m FL187 FL5700m Gnd speed-KT | 135 | 162 | 189 | 216 | 243 Bank-DEG 06 08 11 14 ROUTING Climb straight ahead, at or above 2090' (1810') turn RIGHT, 303° track to ZATON, turn LEFT, 280° track to FASAD.

CHANGES: None.

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Trans level: FL49 Trans alt: 3240' (3003') ROSTOV Radar Apt Elev 1. Immediately after take-off and climbing to 121.2 280' 900' (663') contact ROSTOV Radar. 2300' 2. Crossings at AWY entry points by ATC. MSA ARP KENEN ONE ALFA (KN 1A) **RWY 04 DEPARTURE** NOT TO SCALE At 900' (663')**OKMAN** N47 04.3 E039 17.5 Between FL49 & FL59 ALT/HEIGHT CONVERSION KENEN N46 52.8 E038 45.4 (663' - 200m) Between 3240' (3003' - 900m) FL49 & FL59 FL CONVERSION FL49 FL1500m FL59 FL1800m

ROUTING

Climb straight ahead to 900' (663'), turn RIGHT, 242° track to OKMAN, turn LEFT, 236° track

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URRR/ROV ROSTÓV-NA-DONU

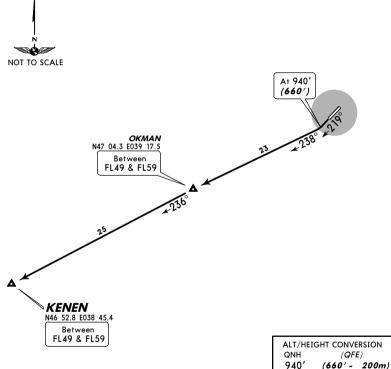
121.2

MJEPPESEN ROSTOV-NA-DONU, RUSSIA 10 NOV 06 (10-3D) Eff 23 Nov

QNH on request (QFE) Trans level: FL49 Trans alt: 3240' (2960') 1. Aircraft should take-off with noise abatement procedures accor-Apt Elev **ROSTOV Radar** ding to Flight Manual. 280' 2. Immediately after take-off and climbing to 940' (660') contact ROSTOV Radar. 3. Crossings at AWY entry points by ATC.

KENEN TWO ALFA (KN 2A) **RWY 22 DEPARTURE**





940' 3240' (2960' - 900m) FL CONVERSION

FL49 FL1500m FL59 FL1800m

ROUTING

Climb straight ahead to 940' (660'), turn RIGHT, 238° track to OKMAN, turn LEFT, 236° track

to KENEN. CHANGES: SID KN 2A established; SIDs KA 2A, 2B transferred. © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

CHANGES: SID KN 1A established; SIDs KA 1A, 1B transferred.
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JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 MJEPPESEN ROSTOV-NA-DONU, RUSSIA **URRR/ROV** 10-3E) Eff 23 Nov 10 NOV 06 ROSTOV-NA-DONU QNH on request (QFE) Trans level: FL49 Trans alt: 3240' (3003') ROSTOV Radar Apt Elev 1. Immediately after take-off and climbing to 900' (663') contact 121.2 280' ROSTOV Radar 2. Crossings at AWY entry points by ATC KONSTANTINOVSK ONE ALFA (KA 1A) KONSTANTINOVSK ONE BRAVO (KA 1B) **RWY 04 DEPARTURES** 1100 KA 137.0 E041 07.0 Between FL89 & FL98 or at or above FL167 At or above FL89 Between FL69 & FL108 or at or above FL167 **NEGAR** N47 24.0 E040 58.0 (663'), turn RIGHT, intercept 097° bearing to KS, turn turn LEFT, intercept 018° bearing to KA. (663'), turn RIGHT, intercept 097° bearing to KS, turn LEFT, 024° track to NEGAR, turn LEFT, inter NOT TO SCALE 3 Between FL49 & FL167 FL1500m FL2100m FL2700m FL3300m FL3300m to BESEL, 'KA' require average climb gradients Climb straight ahead to 900' LEFT, 058° bearing to NEGAR, FL 49 FL 69 FL 89 FL 108 FL 108 100 150 476 714 547 820 Climb straight ahead t RIGHT, 102° bearing to cept 018° bearing to K **KA 1A** 4.7%) until NEGAR. **KA 1B** ALT/HEIGHT CONVERSION QNH (QFE) 900' (663' - 200m) 3240' (3003' - 900m)

speed-KT per NM

Gnd 8 286′ 328′

286' per NM (4

328

These to of

CHANGES: Crossings; chart reindexed.

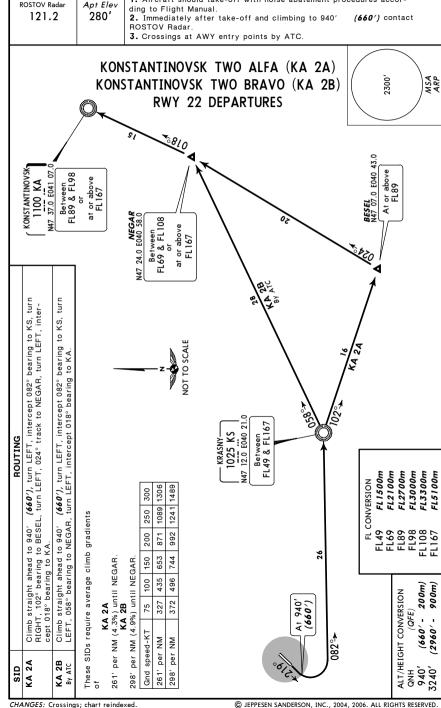
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URRR/ROV ROSTOV-NA-DONU

MJEPPESEN ROSTOV-NA-DONU, RUSSIA (10-3F) Eff 23 Nov 10 NOV 06

QNH on request (QFE) Trans level: FL49 Trans alt: 3240' (2960') 1. Aircraft should take-off with noise abatement procedures accor-ROSTOV Radar Apt Elev ding to Flight Manual.

2. Immediately after take-off and climbing to 940' 280' 121.2 (660') contact ROSTOV Radar



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JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 MJEPPESEN ROSTOV-NA-DONU, RUSSIA **URRR/ROV** 10 NOV 06 (10-3G) Eff 23 Nov ROSTÓV-NA-DONU QNH on request (QFE) Trans level: FL49 Trans alt: 3240' (3003') ROSTOV Radar Apt Elev 1. Immediately after take-off and climbing to 900' (663') contact 121.2 280' ROSTOV Radar. 2. Crossings at AWY entry points by ATC. KRASNY SULIN ONE ALFA (KL 1A) KRASNY SULIN ONE BRAVO (KL 1B) 2300' RWY 04 DEPARTURES MSA**LATRI** N48 09.0 E040 03.0 At or above FL79 N47 57.0 E039 48.5 KRASNY SULIN 486 KL 53.0 E040 06.0 At or above NOT TO SCALE ALT/HEIGHT CONVERSION (QFE) N47 34.4 E040 02.0 (663' - 200m) At or above (2303' - 700m) FL59 (3003' - 900m) FL CONVERSION FL49 FL1500m FL59 FL1800m **FL79** FL2400m N47 21.1 E039 57.4 At or above 2540' (2303') KL 1A This SID requires a minimum climb gradient Turn at 900'(663') 249' per NM (4.1%) until passing BEREG. 75 100 150 200 250 300 Gnd speed-KT 311 415 623 830 1038 1246 249' per NM SID ROUTING

Climb straight ahead to 900' (663'), turn LEFT, 016° track to BEREG, turn LEFT,

CHANGES: Crossings; chart reindexed.

KL 1A

KL 1B

By ATC

Climb straight ahead, at or above 2540'

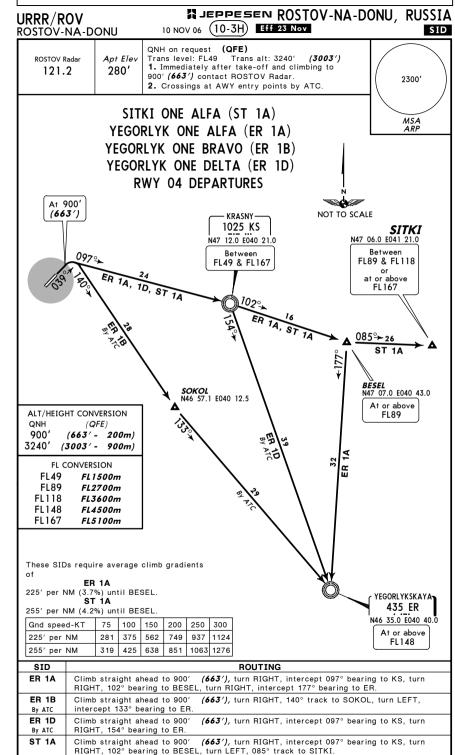
turn LEFT, intercept 002° bearing to KL

intercept 002° bearing to KL.

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(2303') turn LEFT, 006° track to BEREG,

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URRR/ROV ROSTÓV-NA-DONU

Apt Elev

280'

ROSTOV Radar

121.2

Gnd speed-KT

243' per NM

MJEPPESEN ROSTOV-NA-DONU. RUSSIA 10 NOV 06 (10-3J) Eff 23 Nov

ONH on request (QFE) Trans level: FL49 Trans alt: 3240' (2960') 1. Aircraft should take-off with noise abatement procedures according to Flight Manual. (660') contact 2. Immediately after take-off and climbing to 940' ROSTOV Radar

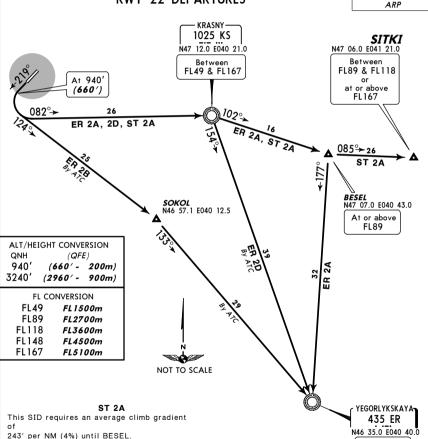
SITKI TWO ALFA (ST 2A) YEGORLYK TWO ALFA (ER 2A) YEGORLYK TWO BRAVO (ER 2B) YEGORLYK TWO DELTA (ER 2D) RWY 22 DEPARTURES

3. Crossings at AWY entry points by ATC.



At or above

FL148



SID	ROUTING
ER 2A	Climb straight ahead to 940' (660') , turn LEFT, intercept 082° bearing to KS, turn RIGHT, 102° bearing to BESEL, turn RIGHT, intercept 177° bearing to ER.
ER 2B By ATC	Climb straight ahead to 940' (660') , turn LEFT, 124° track to SOKOL, turn RIGHT, intercept 133° bearing to ER.
ER 2D By ATC	Climb straight ahead to 940' (660') , turn LEFT, intercept 082° bearing to KS, turn RIGHT, 154° bearing to ER.
ST 2A	Climb straight ahead to 940' (660') , turn LEFT, intercept 082° bearing to KS, turn RIGHT, 102° bearing to BESEL, turn LEFT, 085° track to SITKI.

75 100 150 200 250 300

304 | 405 | 608 | 810 | 1013 | 1215

CHANGES: New chart. © JEPPESEN SANDERSON, INC., 2006, ALL RIGHTS RESERVED. Licensed to npan. Printed on 18 Dec 2009 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 **JEPPESEN** JeppView 3.6.3.1

URRR/ROV **ROSTOV-NA-DONU**

10-4 18 JUN 04

ROSTOV-NA-DONU, RUSSIA

NOISE ABATEMENT

" JEPPESEN

ARRIVALS

APPROACH PHASE

Noise abatement procedures shall be executed by all aircraft.

If special meteorological conditions are present in arrival and approach sectors, ATS unit may at its own discretion or by a pilot in command's request deviate from the provisions given below, if it is necessary for safety reasons.

Restrictions

During instrument as well as visual approach flying below the ILS glide path angle is

Between 2300-0700LT when appropriate meteorological and air conditions are available, landing shall be carried out on runway 22.

Landing with a tail wind component is allowed when tail wind component is according to norms established in Flight Manual for specified aircraft type.

DEPARTURES

TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall be executed by all aircraft during take-off on 219°

Noise abatement procedures shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off, wind shear, moderate turbulence or icing.

Restrictions

At 1760' (1480')

CHANGES: New page.

Take-off with a tail wind component is allowed when tail wind component is according to norms established in Flight Manual for specified aircraft type.

During take-off rwy 04 on 039° heading and exit from TMA via BEREG climbing shall be carried out with a minimum climb gradient of 346' per NM (5.7%) to

N47 26.6 E040 00.3 (034° 13.6 NM from ARP), further climb to BEREG shall be carried out with a minimum climb gradient of 231' per NM (3.8%). If unable to comply advise ATC. Alternative procedure to BEREG: along right-hand loop with a minimum radius of 2.75 NM. The initial turn shall be executed at 2210' (1973').

During take-off rwy 22 on 219° heading and exit from TMA by executing a LEFT turn. climbing straight ahead to 3240' (2960') shall be carried out with a minimum climb gradient of 310' per NM (5.1%) but not later than 9.5 NM from THR runway 04. During take-off rwy 22 on 219° heading and proceeding with RIGHT turn to SLAVA the initial turn shall be carried out at or above 2250' (1970') and not later than 6.4 NM from THR runway 04 with a minimum turn radius of 2.65 NM.

Special procedures on take-off rwy 22 heading 219°

Take-off and climbing to 1760' (1480') Take-off power Take-off flaps $V_2 + 11$ to 22 KT

> At or above 940' (660') turn with 25° bank Reduce engine power to a minimum while

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maintaining positive rate of climb

Between 1760' (1480') - 3240' (2960') $V_2 + 11$ to 22 KT

At 3240' (2960') Accelerate to IAS of wing devices retraction Retract wing devices

Further climb as per Flight Manual

Between 2300-0700LT when appropriate meteorological and air conditions are available, take-off shall be carried out on runway 04 and landing on runway 22. Licensed to npan. Printed on 18 Dec 2009 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

URRR/ROV Apt Elev 280' N47 15.5 E039 49.1 ROSTOV-NA-DONU, RUSSIA JEPPESEN 6 NOV 09 (10-9) Eff 19 Nov

JEPPESEN

JeppView 3.6.3.1

ROSTOV-NA-DONU ROSTOV Taxiing (GND) Start (TWR) 121.7 119.0 119.7 Λ^{365'} 364'∕\ Rwy 04 approved for CAT II operations, special aircrew and acft certification required. 3,90 FOR PARKING POSITIONS SEE 10-9A 333' LEGEND = Grass twy 1969'600m A GRASS 27 Elev Elev 237 200 400 600 800 1000 120

ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS									
							G BEYOND -	ĺ	
RWY						Threshold	Glide Slope	TAKE-OFF	WIDTH
04	HIRL (60m)	CL (15m)	HIALS-II	TDZ	RVI	₹	7169' 2185m		148'
22	HIRL (60m)	CL (15m)	HIALS 0		RV	₹	7333' 2235m		45m
09									279'
27									85m

● PAPI-L (angle 2.67°)

LOW VISIBILITY PROCEDURES

Procedures are applied when RVR is less than 400m. After landing, pilots must report vacation of the runway and ILS critical area.

TAKE-OFF AIR CARRIER (JAA) Main rwy 04/22 LVP must be in force RCLM (DAY only) RCLM (DAY only) RL & CL 200m (150m) 250m 400m 300m 250m (200m)

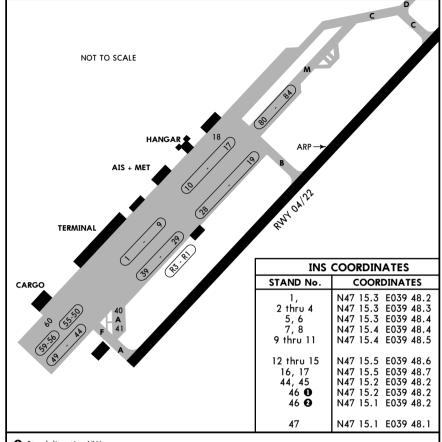
CHANGES: Grass runways. © JEPPESEN, 2000, 2009. ALL RIGHTS RESERVED.

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URRR/ROV

ROSTOV-NA-DONU, RUSSIA JEPPESEN 6 NOV 09 (10-9A) Eff 19 Nov **ROSTOV-NA-DONU**



- 1 Stand direction NW
- 2 Stand direction SE

When leaving stands 1, 2 and 44 thru 47 by towing start-up to be carried out on Twys A, F or on apron in front of stands 29 thru 39.

Stands 16 thru 28 are cul-de-sacs.

CHANGES: Stand coordinates, Notes,

Stands 16 thru 18: Enter/exit by towing.

Stands 10 thru 10: Enter/exit by towing.

Stands 19 thru 24 and 80 thru 84: Enter by towing.

Stands 1 thru 41, 44 thru 47, 50 thru 59 and 80 thru 84 available for helicopters.

Taxiing via Twys B, C, M and along apron shall be carried out along twy centerline at minimum speed. Taxiing along Twy B with inboard engines only.

Taxiing of acft with a wingspan more than 125'/38m and diameter of the main rotor more than 85'/26m from stand 3 to Twy B, along Twy M, along Twy C from Twy M to Twy D, between stands 1 and 44, when any of them is occupied, is prohibited.

Taxiing from stand 50 via stand 51 is allowed for acft with a wingspan more than 98'/30m or diameter of the main rotor than 72'/22m.

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URRR/ROV

JEPPESEN 20 MAR 09 (10-9S)

ROSTOV-NA-DONU RUSSIA
ROSTOV-NA-DONU

STRAIGHT-IN RW	'Y	Α	В	C	DNOD-AN-DONU
	AT 2 ILS	337 ′(100′)	337 ′(100′)	337 ′(100′)	337 ′(100′)
04 C,	2 120	, ,	RA110'R350m	' '	
	ILS	437′(200′)	437′(200′)	437′(200′)	437′(200′)
	FULL	R550m	R550m	R550m	R550m
1	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT	NOT	NOT	NOT
		AUTH	AUTH	AUTH	AUTH
2 N	IDB 00	610′(373′)	610′(373′)	610′(373′)	610′(373′)
		R1000m	R1000m	R1200m	R1200m
,	ALS out	R1700m	R1700m	R1700m	R1700m
2 N	IDB 06	650 ′(413′)	650 ′(413′)	650 ′(413′)	650 ′(413′)
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1900m	R1900m	R1900m	R1900m
RN N	IDB 00	730 ′(493′)	730 ′(493′)	730 ′(493′)	730 ′(493′)
		R1500m	R1500m	R1500m	R1500m
	ALS out	C2300m	C2300m	C2300m	C2300m
N L	ctr 00	850 ′(613′)	850 ′(613′)	850 ′(613′)	850 ′(613′)
		C2100m	C2100m	C2100m	C2100m
	ALS out	C2800m	C2800m	C2800m	C2800m
N L	ctr 👀	1400 ′(1163′)	1400 ′(1163 ′)	1400 ′(1163′)	1400 ′(1163′)
		C4600m	C4600m	C4600m	C4600m
	ALS out	C5000m	C5000m	C5000m	C5000m
22	ILS	480 ′(200′)	480 ′(200′)	480 ′(200′)	480 ′(200′)
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT	NOT	NOT	NOT
		AUTH	AUTH	AUTH	AUTH
2	NDB ①	740 ′(460′)	740 ′(460 ′)	740 ′(460′)	740 ′(460′)
		R1400m	R1400m	R1400m	R1400m
	ALS out	C2100m	C2100m	C2100m	C2100m
RW N	IDB 00	790 ′(510 ′)	790 ′(510 ′)	790 ′(510 ′)	790 ′(510′)
		R1600m	R1600m	R1600m	R1600m
	ALS out	C2400m	C2400m	C2400m	C2400m
W L	ctr 00	790 ′(510′)	790 ′(510′)	790 ′(510′)	790 ′(510′)
		R1600m	R1600m	R1600m	R1600m
	ALS out	C2400m	C2400m	C2400m	C2400m
WI	ctr 👀	1070′(790′)	1070′(790′)	1070′(790′)	1070′(790′)
		C2900m	C2900m	C2900m	C2900m
• Continuous Desc	ALS out	C3600m	C3600m	C3600m	C3600m

Continuous Descent Final Approach
with FAF.
w/o FAF.

TA	TAKE-OFF RWY 04, 22								
	Approved	LVP must	be in Force	1		1			
	Operators HIRL, CL	RL, CL		PCIM (DAV only)	RCLM (DAY only)	NIL			
	& mult. RVR req		RL & CL	or RL	or RL	(DAY only)			
A B C	125m	150m	200m	250m	400m	500m			
D	150m	200m	250m	300m					

CHANGES: New page.

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URRR/ROV

∏ JEPPESEN 22 JUN 07 Eff 5 Jul 10-9X

JAA MINIMUMS ROSTOV-NA-DONU RUSSIA ROSTOV-NA-DONU

STRAI	GHT-IN RWY	Α	В	С	D			
04 CAT 2 ILS		337 ′(100 ′)	337 ′(100 ′)	337 ′(100′)	337 ′(100 ′)			
		RA110′R350m	RA110′R350m	RA110′R350m	RA110'R350m			
	ILS	437 ′(200′)	437 ′(200′)	437 ′(200′)	437 ′(200′)			
		R550m	R550m	R550m	R550m			
	ALS out	R1000m	R1000m	R1000m	R1000m			
	LOC	NOT						
		AUTHORIZED						
	2 NDB with FAF	610 ′(373′)	610 ′(373′)	610 ′(373′)	610′(373′)			
	2 NDB w/o faf	650 ′(413′)	650 ′(413 ′)	650 ′(413′)	650 ′(413′)			
		R900m	R1000m	R1000m	R1400m			
	ALS out	R1500m	R1500m	R1800m	R2000m			
	RN NDB w/o FAF	730 ′(493′)	730 ′(493′)	730 ′(493′)	730 ′(493′)			
		R1000m	R1200m	R1200m	R1600m			
	ALS out	R1500m	R1500m	R2000m	R2000m			
	N Lctr with FAF	850 ′(613′)	850 ′(613′)	850 ′(613′)	850 ′(613′)			
		R1000m	R1200m	R1200m	R1600m			
	ALS out	R1500m	R1500m	R2000m	R2000m			
	N Lctr w/o FAF	1400 ′(1163′)	1400 ′(1163′)	1400 ′(1163′)	1400 ′(1163′)			
		R1200m	R1400m	R1400m	R1800m			
	ALS out	R1500m	R1500m	R2000m	R2000m			
22	ILS	480 ′(200′)	480 ′(200 ′)	480 ′(200′)	480 ′(200′)			
		R550m	R550m	R550m	R550m			
	ALS out	R1000m	R1000m	R1000m	R1000m			
	LOC	NOT						
			AUTH	ORIZED				
	2 NDB	740 ′(460′)	740 ′(460 ′)	740 ′(460 ′)	740 ′(460′)			
		R1000m	R1200m	R1200m	R1600m			
	ALS out	R1500m	R1500m	R2000m	R2000m			
	RW NDB w/o FAF	790 ′(510 ′)						
		R1000m	R1200m	R1200m	R1600m			
	ALS out	R1500m	R1500m	R2000m	R2000m			
	W Lctr with FAF	790 ′(510 ′)	790 ′(510 ′)	790 ′(510 ′)	790 ′(510′)			
		R1000m	R1200m	R1200m	R1600m			
	ALS out	R1500m	R1500m	R2000m	R2000m			
	W Lctr w/o FAF	1070 ′(790′)	1070 ′(790′)	1070 ′(790′)	1070 ′(790′)			
		R1200m	R1400m	R1400m	R1800m			
	ALS out	R1500m	R1500m	R2000m	R2000m			

TAKE-OFF RWY 04, 22								
		LVP must be in Forc		1				
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)			
A B C	150m	200m	250m	400m	500m			
D	200m	250m	300m					

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MJEPPESEN ROSTOV-NA-DONU. RUSSIA URRR/ROV 22 JUN 07 (11-1) Eff 5 Jul ILS Rwy 04 ROSTÓV-NA-DONU ATIS ROSTOV Approach ROSTOV Radar ROSTOV Tower/Start (TWR) 121.7 128.2 121.2 119.7 119.0 LOC Final GS ILS Apt Elev 280 IRN Apch Crs LOM DA(H) 910'(673') 437'(200') *110.5 039° RWY 237 2300' MISSED APCH: Climb on 039° to 900′/663′), then turn RIGHT onto 219° climbing to 2210′(1973′), then according to chart. When reaching 900' (663') contact immediately ROSTOV Radar. MSA Airport Alt Set: MM (hPa on reg) QNH on req (QFE) Trans level: FL 49 Trans alt: 3240' (3003' Increased turbulence and windshear may be expected on final. ALT/HEIGHT CONVERSION ROSTOV-3240' (3003' - 900m) NA-DONU-(1973' - 600m) *659 N (663' - 200m) 900' ROSTOV-NA-DONU-*320 RN 47-15 919' **∆**^{895′} 039° *110.5 IRN 47-10 47-05 at 2210' (1973')39-30 39-40 39-50 40-00 LOM **LMM** GS910'(673') GS 450' (213') intercept final RWY 04 237' 70 90 100 120 140 160 Gnd speed-Kts HIALS-II 900 2210' 219° 2.67° 336 433 481 577 673 769 ILS GS (663') i 039° (1973 STRAIGHT-IN LANDING RWY 04 LOC (GS out) DA(H) 437'(200') FULL TDZ or CL out ALS out RVR 550m RVR 720m 1200m NOT AUTHORIZED VIS 800m VIS 800m

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CHANGES: Communications, GS alt

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MJEPPESEN ROSTOV-NA-DONU, RUSSIA URRR/ROV 22 JUN 07 (11-1A) Eff 5 Jul CAT II ILS Rwy 04 ROSTÓV-NA-DONU ROSTOV Approach ROSTOV Radar ROSTOV Tower/Start (TWR) 121.7 128.2 121.2 119.7 119.0 CAT II ILS LOC Final GS Apt Elev 280 RA 110' IRN Apch Crs LOM DA(H) *110.5 039° 910′ (673′) RWY 237 2300' MISSED APCH: Climb on 039° to 900′(663′), then turn RIGHT onto 219° climbing to 2210′(1973′), then according to chart. When reaching 900' (663') contact immediately ROSTOV Radar. MSA Airport Alt Set: MM (hPa on reg) QNH on req (QFE) Trans level: FL 49 Trans alt: 3240'(3003') 1. Special Aircrew & Acft Certification Required. 2. Increased turbulence and windshear may be expected on final ALT/HEIGHT CONVERSION (QFE) NA-DONU-3240' (3003' - 900m) *659 N 2210' (1973' - 600m) (663' - 200m) 900' ROSTOV-NA-DONU-*320 RN 47-15 919 ∧^{895′} 039° *110.5 IRN 47-10 at 2210' (1973') 47-05 39-30 39-50 40-00 LOM **LMM** GS910'(673') GS 450'(213') intercept RWY 04 237' 1.7 0.5 Gnd speed-Kts 70 90 100 120 140 160 HIALS-II 900' 2210′ (1973′ 219° 2.67° 336 433 481 577 673 769 (663') on 039° STRAIGHT-IN LANDING RWY 04
CAT II ILS RA 110 DA(H) 337'(100' RVR 350m

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JEPPESEN ROSTOV-NA-DONU, RUSSIA URRR/ROV 6 NOV 09 (11-2) Eff 19 Nov ILS Rwy 22 ROSTÓV-NA-DONU ROSTOV Tower/Start (TWR) ROSTOV Approach ROSTOV Radar 121.7 128.2 121.2 119.7 119.0 LOC Final GS ILS Apt Elev 280 IRW Apch Crs LOM DA(H) 969' (689') *110.3 219° 480'(200') RWY 280 2300' MISSED APCH: Climb to 940'(660'), then turn LEFT onto 083° to KS NDB climbing to 2250' (1970'), then as directed. By ATC: Climb to 940'(660'), then turn LEFT onto 039° climbing to 3240'(2960'). MSA Airport When reaching 940' (660') contact immediately ROSTOV Radar. Alt Set: MM (hPa on reg) QNH on reg (QFE) Trans alt: 3240' (2960') Increased turbulence and windshear may be expected on final. ALT/HEIGHT CONVERSION at 2580' 3240' (2960' - 900m) at 3240' at 2250' 2580' (2300' - 700m) (2300' (2960') (1970') <- 264°. 2250' (1970' - 600m) 940' (660' - 200m) 219° *110.3 IRW at 3240' (2960') ROSTOV-NA-DONU-47-20 *320 RW BAGAEWSKY 1175 BA FL 49 MAX FL 177 ROSTOV-NA-DONU *659 W 072° - 47-15 919 KRASNY 1025 KS 083° NOT TO SCALE LOM **LMM** GS 969'(689' GS510'(230' intercent TCH 56 final RWY 22 280' 2.2 70 90 100 120 140 160 Gnd speed-Kts HIALS 2250 083° KS 2.67° 336 433 481 577 673 769 (660')(1970) 1025 LT STRAIGHT-IN LANDING RWY 22 LOC (GS out) DA(H) 480'(200') ALS out RVR 720m NOT AUTHORIZED 1200m VIS 800m

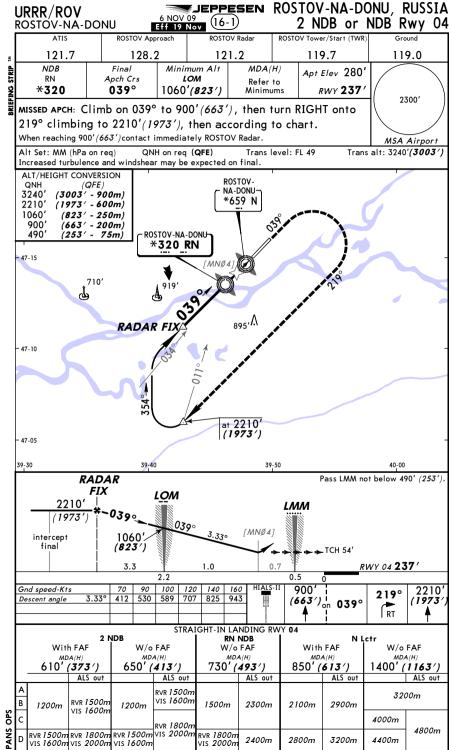
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CHANGES: Bearings.

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CHANGES: Descent angle. © JEPPESEN, 2001, 2009. ALL RIGHTS RESERVED

JEPPESEN Licensed to прап. Printed on 18 Dec 2009. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 JeppView 3.6.3.1 JEPPESEN ROSTOV-NA-DONU, RUSSIA URRR/ROV (16-2)2 NDB or NDB Rwy 22 ROSTÓV-NA-DONU ROSTOV Tower/Start (TWR) ROSTOV Radar ATIS ROSTOV Approach 121.7 128.2 121.2 119.7 119.0 Minimum Alt NDB Final MDA(H)Apt Elev 280 RW Apch Crs LOM Refer to *320 219° 1120'(840') Minimums RWY 280' 2300' MISSED APCH: Climb to 940'(660'), then turn LEFT onto 083° to KS NDB climbing to 2250 (1970'), then as directed. By ATC: Climb to 940'(660'), then turn LEFT onto 039° climbing to 3240'(2960'). MSA Airport When reaching 940' (660') contact immediately ROSTOV Radar. Alt Set: MM (hPa on reg) QNH on reg (QFE) Trans alt: 3240'(2960') Trans level: FL 49 Increased turbulence and windshear may be expected on final. ALT/HEIGHT CONVERSION at 2580' (QFE) at 3240' QNH RADAR FIX (2300') (2960')3240' (2960' - 900m) at 2250' 2580' (2300' - 700m) (1970')~ 264° 2250' (1970' - 600m) 1120' (840' - 255m) at 3240' 940' (660' - 200m) -ROSTOV-NA-DONU-(2960') 550' (270' - 80m) *320 RW 47-20 BAGAEWSKY 1175 BA 2FL 49 ROSTOV-[MN22] *659 W 072° 919' KRASNY 1025 KS _{895′}∆ 083° NOT TO SCALE 47-10 39-50 40-00 40-10 Pass LMM not below 550' (270'). RADAR FIX LOM 2250 **LMM** intercept 1120 final (840') RWY 22 280' 0.6 3.2 1.0 0.6 2.2 HIALS
 70
 90
 100
 120
 140
 160

 3.48°
 431
 554
 616
 739
 862
 985
 Gnd speed-Kts 940' 2250 083° KS Descent angle (660') (1970')1025 LT STRAIGHT-IN LANDING RWY 22 2 NDB RW NDB With FAF W/o FAF W/o FAF MDA(H) 790' (510') MDA(H) 790' (510') MDA(H) 740' (460') MDA(H) 1070' (790') ALS out ALS out ALS out 3200m 1500m 2300m 1500m 2300m RVR 1800m 1200m VIS 2000m RVR 1500m RVR 1500m 3200m 3800m VIS 1600m VIS 1600m 2400m 2400m RVR 1800m RVR 1800m RVR 1800m 2400m 3600m 4000m VIS 2000m VIS 2000m VIS 2000m

